

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4870

MONDAY, JUNE 12, 1905.

MONDAY, JUNE 12, 1905.

— 1905 —

號二十月六年一十三

\$13 PER ANNUM, SINGLE COPY, 15 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,750,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SHANGHAI,
SAN FRANCISCO, NEWCHANG,
BOMBAY, MUMBAI,
TIENTSIN, PORT ARTHUR,
PEKING, CHEFOO,
Kobe, DALNY,
LONDON.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent

per Annum on the Daily Balance.

On fixed deposits for 12 months at 4 per cent.

On fixed deposits for 18 months at 4 per cent.

On fixed deposits for 24 months at 4 per cent.

On fixed deposits for 30 months at 4 per cent.

On fixed deposits for 36 months at 4 per cent.

On fixed deposits for 42 months at 4 per cent.

On fixed deposits for 48 months at 4 per cent.

On fixed deposits for 54 months at 4 per cent.

On fixed deposits for 60 months at 4 per cent.

On fixed deposits for 66 months at 4 per cent.

On fixed deposits for 72 months at 4 per cent.

On fixed deposits for 78 months at 4 per cent.

On fixed deposits for 84 months at 4 per cent.

On fixed deposits for 90 months at 4 per cent.

On fixed deposits for 96 months at 4 per cent.

On fixed deposits for 102 months at 4 per cent.

On fixed deposits for 108 months at 4 per cent.

On fixed deposits for 114 months at 4 per cent.

On fixed deposits for 120 months at 4 per cent.

On fixed deposits for 126 months at 4 per cent.

On fixed deposits for 132 months at 4 per cent.

On fixed deposits for 138 months at 4 per cent.

On fixed deposits for 144 months at 4 per cent.

On fixed deposits for 150 months at 4 per cent.

On fixed deposits for 156 months at 4 per cent.

On fixed deposits for 162 months at 4 per cent.

On fixed deposits for 168 months at 4 per cent.

On fixed deposits for 174 months at 4 per cent.

On fixed deposits for 180 months at 4 per cent.

On fixed deposits for 186 months at 4 per cent.

On fixed deposits for 192 months at 4 per cent.

On fixed deposits for 198 months at 4 per cent.

On fixed deposits for 204 months at 4 per cent.

On fixed deposits for 210 months at 4 per cent.

On fixed deposits for 216 months at 4 per cent.

On fixed deposits for 222 months at 4 per cent.

On fixed deposits for 228 months at 4 per cent.

On fixed deposits for 234 months at 4 per cent.

On fixed deposits for 240 months at 4 per cent.

On fixed deposits for 246 months at 4 per cent.

On fixed deposits for 252 months at 4 per cent.

On fixed deposits for 258 months at 4 per cent.

On fixed deposits for 264 months at 4 per cent.

On fixed deposits for 270 months at 4 per cent.

On fixed deposits for 276 months at 4 per cent.

On fixed deposits for 282 months at 4 per cent.

On fixed deposits for 288 months at 4 per cent.

On fixed deposits for 294 months at 4 per cent.

On fixed deposits for 300 months at 4 per cent.

On fixed deposits for 306 months at 4 per cent.

On fixed deposits for 312 months at 4 per cent.

On fixed deposits for 318 months at 4 per cent.

On fixed deposits for 324 months at 4 per cent.

On fixed deposits for 330 months at 4 per cent.

On fixed deposits for 336 months at 4 per cent.

On fixed deposits for 342 months at 4 per cent.

On fixed deposits for 348 months at 4 per cent.

On fixed deposits for 354 months at 4 per cent.

On fixed deposits for 360 months at 4 per cent.

On fixed deposits for 366 months at 4 per cent.

On fixed deposits for 372 months at 4 per cent.

On fixed deposits for 378 months at 4 per cent.

On fixed deposits for 384 months at 4 per cent.

On fixed deposits for 390 months at 4 per cent.

On fixed deposits for 396 months at 4 per cent.

On fixed deposits for 402 months at 4 per cent.

On fixed deposits for 408 months at 4 per cent.

On fixed deposits for 414 months at 4 per cent.

On fixed deposits for 420 months at 4 per cent.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Voeux Road, Hongkong, 26th May, 1905.

Imperial Bank of China.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

Shanghai Tael

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies: CANTON, PENANG, CHEFOO, SINGAPORE, HANKOW, TIENTSIN, PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

per Annum Fixed Deposits for 6 months.

per Annum Fixed Deposits for 9 months.

per Annum Fixed Deposits for 12 months.

per Annum Fixed Deposits for 18 months.

per Annum Fixed Deposits for 24 months.

per Annum Fixed Deposits for 30 months.

per Annum Fixed Deposits for 36 months.

per Annum Fixed Deposits for 42 months.

per Annum Fixed Deposits for 48 months.

per Annum Fixed Deposits for 54 months.

per Annum Fixed Deposits for 60 months.

per Annum Fixed Deposits for 66 months.

per Annum Fixed Deposits for 72 months.

per Annum Fixed Deposits for 78 months.

per Annum Fixed Deposits for 84 months.

per Annum Fixed Deposits for 90 months.

per Annum Fixed Deposits for 96 months.

per Annum Fixed Deposits for 102 months.

per Annum Fixed Deposits for 108 months.

per Annum Fixed Deposits for 114 months.

per Annum Fixed Deposits for 120 months.

per Annum Fixed Deposits for 126 months.

per Annum Fixed Deposits for 132 months.

per Annum Fixed Deposits for 138 months.

per Annum Fixed Deposits for 144 months.

per Annum Fixed Deposits for 150 months.

per Annum Fixed Deposits for 156 months.

per Annum Fixed Deposits for 162 months.

per Annum Fixed Deposits for 168 months.

per Annum Fixed Deposits for 174 months.

per Annum Fixed Deposits for 180 months.

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per Annum Fixed Deposits for 294 months.

per Annum Fixed Deposits for 300 months.

per Annum Fixed Deposits for 306 months.

per Annum Fixed Deposits for 312 months.

per Annum Fixed Deposits for 318 months.

per Annum Fixed Deposits for 324 months.

per Annum Fixed Deposits for 330 months.

per Annum Fixed Deposits for 336 months.

per Annum Fixed Deposits for 342 months.

per Annum Fixed Deposits for 348 months.

per Annum Fixed Deposits for 354 months.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI.....SIMLA.....About 15th June.....Freight and Passage.

LONDON, &c.....BENGAL.....June 17th.....Sea Special Advertisement.

SINGAPORE, COLOMBO and CALCUTTA.....BANCA.....About 17th June.....Freight only.

(Calling at Penang if sufficient Inducement offers.).....J. B. Ferguson.....

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.....PALERMO.....About 27th June.....Freight only.

.....E. G. Andrews.....

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 12th June, 1905.

Intimations.

LANE, CRAWFORD & CO. HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES "THE DOVER"

No. 8.....\$50.00 No. 9.....\$65.00

WROUGHT STEEL ENAMELLED SAUCEPANS

will not CHIP or CRACK in use.

2 3 4 5 6 7 8 10 12 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS.....from \$4.00

TOILET CANS.....2.50

BLOCK TIN TEA & COFFEE POTS.....1.00 each

MILK SAUCEPANS.....\$2.25 & 3.00

"GEM" ICE CREAM FREEZERS

2 4 6 8 QUART

\$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905.

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper,

and see that you get it.

CALBECK, MACGREGOR & CO., SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL, Hongkong, 6th June, 1905.

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness.

Estimates cheerfully given.

OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO., W. H. ALLEN & SONS, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK" Hongkong.

Telephone No. 358.

19, Beaconfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

Intimations.

When nature flags,

and health fails,

try

BOYRIL

57]

PURE AND CHEAP

California Riesling - - \$6.50 per Dozen Quarts

Do. Do. - - 3.75 " " Pints

Do. Hock - - 6.50 " " Quarts

Do. Do. - - 3.75 " " Pints

H. PRICE & CO., 12, QUEEN'S ROAD.

Hongkong, 19th May, 1905.

PHOTO SUPPLIES.

LONG, HING & Co., 17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager.

Hongkong, 7th February, 1905.

VICTORIA HOTEL, SHAMEEN, CANTON.

MACAO HOTEL, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons.	Captain H. D. Jones.
"HONAM,"	2,361 tons.	" R. D. Thomas.
"FATSHAN,"	2,361 tons.	" W. A. Valentine.
"HANKOW,"	2,361 tons.	" C. V. Lloyd.
"KINSHAN,"	2,361 tons.	" J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons. Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at 8 A.M.
Departures from Macao to Hongkong daily at 8 A.M.
Cheap Excursions on Sundays, per S.S. "Honam" leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons. Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons. Captain J. Wilcox.
S.S. "NANNING," 569 tons. Captain G. Butchart.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahoning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
Canton to Tak-Hing Single \$12.50. Return \$21.00.
Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
FARES:—Hongkong to Kong Moon Single \$6.00.
Hongkong to Kumchuk Single \$7.00.
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).		
R.M.S. "EMPEROR OF INDIA" 6,000 tons.	WEDNESDAY, 21st June.	
"TARTAR" 4,435 "	WEDNESDAY, 5th July.	
"EMPEROR OF JAPAN" 6,000 "	WEDNESDAY, 12th July.	
"EMPEROR OF CHINA" 6,000 "	WEDNESDAY, 2nd August.	
"ATHENIAN" 2,440 "	WEDNESDAY, 9th August.	
Hongkong to London, 1st Class.	via St. Lawrence 600.	via New York 262.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.		
		L40. " L42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
9, Fidler's Street.

Hongkong, 31st May, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE, DUNKIRK, BREMEN & HAMBURG.	17th June. } Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE, ANTWERP and HAMBURG.	30th June. } Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA	HAVRE and HAMBURG.	12th July. } Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	
ACILIA	HAVRE and HAMBURG.	26th July. } Freight.
Schulke	(Calling at S'PORE, PENANG & COLOMBO).	
ALESIA	HAVRE and HAMBURG.	10th August. } Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).	
NUBIA	NEW YORK VIA SUEZ.	9th June. } Freight.
Habel	with liberty to call at the Malabar coast.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Ocean's Buildings.

Hongkong, 7th June, 1905.

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, BUEY, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
GNIESEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 21st day of June, 1905, at Noon, the Steamship "ZIETEN," of the SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 19th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,301	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship "WILLEHAD," Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ WALDEMAR	TUESDAY, 20th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 21st June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SCHARNHORST	WEDNESDAY, 5th July.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOERS & CO., AGENTS.

Hongkong, 7th June, 1905.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
ALEXANDRIA BUILDINGS, 3rd Floor.
Hongkong, 7th June, 1905.

Entiminations.

FURNITURE WAREHOUSE. LI KWONG LOONG, 李 廣 隆.

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 43, DES VOUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."
(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th December, 1904.

A GRADUATE OF ENGLISH UNIVERSITY, with Several Years' Experience in TEACHING, would like to undertake suitable work. Present engagement expires at the end of this year.

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Yokohama, May 23rd, 1905.

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C. W. MEAD, C.E., President and Shanghai Manager. N. M. HOLMES, C.E., Vice-President and Hongkong Manager. A. F. CARRICK, C.E., General Manager, Manila.

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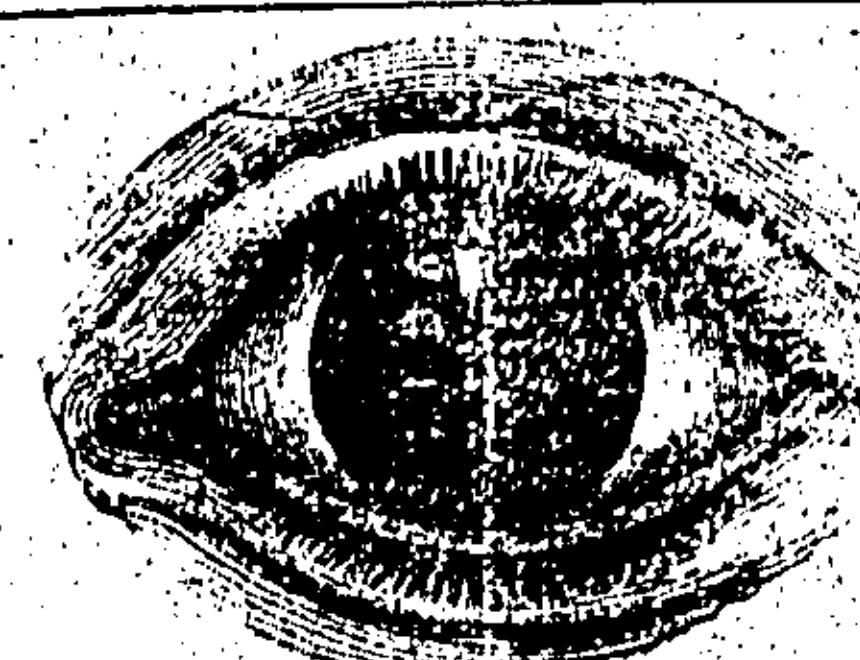
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Hongkong, 7th March, 1905.

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Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

DEATH.

On the 3rd June, the Rev. J. HUDSON TAY-
LOR, M.R.C.S., F.R.C.S., Founder of the China
Inland Mission, at Changsha, Hunan, aged 73
years.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 12, 1905.

THINGS EUROPEAN.

Amid the noise and tumult of the stirring
events which have lately occurred in the
Far East matters which, under ordinary cir-
cumstances, would have aroused the deepest
interest have been allowed to pass almost
unheeded. The doings of Admiral Togo
and his Combined Fleet, the plight of the
Russians on land and sea, the prospects of
peace and the questions likely to follow a
settlement of the war, have all conspired to
obscure the international problems raised by
the difficulties in Morocco and the secession
of Norway. Morocco has been a fruitful
source of trouble during the past few years.
Almost every power in Europe—Russia
excepted—has had a hand in endeavouring
to arrive at a satisfactory solution of the
tribal difficulties which have largely arisen
through the manifold follies and extravagance
of the young Sultan. England, France,
Spain, Italy, Germany and even Turkey have
each had to interfere with the concerns of
Morocco, and still the troubles continued.
The people have evidently lost faith in their
ruler, and any rebel with a vestige of power
as a leader has been sure of a following.
The result of all these trials was that Eng-
land and France in particular were on the
verge of being brought into conflict, and it
was only by the nicest management that an
open rupture was averted. Eventually the
question in so far as England is concerned
was settled by the treaty which recognised
France's rights in Morocco, while England
received compensating advantages in other
directions. Then Germany come on the
scene and the Kaiser himself did everything
possible to foster German interests in the
Sultanate. The Emperor's high-handed
methods of compelling attention evoked a
storm of indignation in France, and M.
Delcassé, we are led to believe, has been
obliged to resign his high office as Foreign
Minister in consequence of the affair.
Now a conference of the Powers on the sub-
ject has been suggested by Germany and
that seems to be the best way at present to
reach a settlement of the dispute. It is
really a pity that the Sultan of Morocco and
all his satellites could not be wiped out
entirely. His incapacity and failure to re-
cognise his manifest duties to his people
would—if the circumstances could permit of
it—entitle the Powers to put a stop once
and for all to the perpetual unrest which
prevails in Morocco. Unfortunately, Mor-
occo is in some respects a buffer state. It
is coveted by every Power which has an in-
terest in the Mediterranean. It is the de-
bateable land of the present day. It causes
as much trouble to Europe as Venezuela to
America. It is just possible that Germany's
proposal to have a conference on the subject
may lead to some definite scheme of govern-
ment which will prevent the recurrence of
the periodical rebellions and crises which
have for so long disturbed the chancelleries
of Europe. But it should not be forgotten
that France has a prior claim to recognition
in Morocco, and France is not likely to allow
her interests to be over-riden. Were it
not that all nations are on the side of peace
the present situation might well be regarded
with doubt, but it is most probable that any-
thing like a rupture in the relations between
France and Germany is out of the question
altogether. With regard to the other ques-
tion of the secession of Norway from Sweden,
we are told that the Norwegian flag was
hoisted and saluted throughout that country
on Saturday. It seems to be entirely a
question of jealousy on the part of Norway.
She wanted Consuls, separate from the Swed-
ish Consuls, in the principal cities of the
world, and Sweden as the predominant partner
refused the request. Feeling that the
amour propre had been touched, Norway
thereupon seceded and now asks King Oscar

to appoint a Prince of his house to rule over
the separate kingdom. The case would be
analogous if Scotland demanded Scottish
Consuls in foreign cities, to look after the
interests of Scotsmen. Of course, it may be
suggested that Scotsmen are well able to
look after their own interests and will brook
no interference even by their own country-
men. But the idea from a practical point
of view of having consuls for both England
and Scotland—and possibly for Ireland and
Wales also—in the same city seems ridicu-
lous to us. So long as all the four countries
known as the British Isles enjoy equal
privileges, why waste money on a division of
offices and a plethora of officials? However,
Norway takes a different view and now
Scandinavia is composed of two separate
kingdoms, each with her own representatives
and rulers. The change has been carried
through without much fuss, but it remains
to be seen how it will work out in practice.

"MUSIC IN THE PARK."

In another column, a correspondent calls
attention to the lack of what he terms "*ad
fresco*" musical evenings in Hongkong, and
there is no doubt considerable force in his
remarks. He cites the instances of Singa-
pore, Saigon and Shanghai, where the
municipal authorities provide music for the
multitude in the public parks. But Hong-
kong is not so favoured in respect of parks
and open spaces as these cities. Were a
band to play nightly in the gardens it is
conceivable that the people of Hongkong
would think twice before they climbed the
hill to reach the gardens; and even if the
band were the best that money could
procure it is probable that after the third
performance the audience would be
limited to a few people who could
think of no other way of passing the time.
Our correspondent steers clear of that
possibility by suggesting that on moonlight
nights the band should play on Blake Pier.
Unfortunately Blake Pier is scarcely large
enough for such a performance. The band
might certainly play there, but nobody else
could be allowed on the pier, and in a short
time it would probably be discovered that it
was a public nuisance and it would be
ignominiously hustled off the Pier. Of
course there remains the recreation ground
in front of the Club, but those who indulge
in the games of cricket and tennis would
speedily protest against the destruction of the
"pitches," and that would put an end to the
"moonlight music." It may be remarked,
however, that in Singapore the Municipal
Band plays on the Esplanade, which is used
by the various cricket clubs in the southern
city, and no remonstrance is heard there of
disturbed cricket "pitches." It seems to be
the fact that unless Happy Valley is sug-
gested—and Happy Valley is just a trifle
too far from town—there is no spot in
Hongkong where "moonlight music" could
be discoursed without irritating somebody.
The consequence is that those young people
who hope to make promiscuous friends by
mutual admiration of the inconstant moon
and the delightful harmonies of our military
bands will have, in the words of the song, to
"think again." In previous years the
Hongkong Volunteer Corps arranged a
series of moonlight concerts on the Parade
Ground, at the rear of the Cathedral, and
they proved an unbounded success. So far
we have not heard it suggested that these
performances should be given this year, but
those who are in authority in the Volunteers,
remembering the immense popularity of
these concerts, might consider the advisa-
bility of repeating them this summer.

LOCAL AND GENERAL.

R. OWENS, of the s.s. *Scottish Hero*, was charged
with being drunk and incapable in Queen's
Road Central, on the 10th inst. Fine \$2.

THE volunteer head quarters are moving from
their present location to the matted opposite
the Hongkong Club, preparatory to the de-
molition of the old premises. On this account
the parades fixed for to-morrow and Wednes-
day are cancelled.

It has been decided, says a home paper, that
H.R.H. the Prince of Wales will on no occa-
sion take precedence of the Viceroy during his
visit to India. It was represented how very
important it is that the continuity of the King's
representative should be observed, and how
very injudicious it would be to replace him
even for a ceremonial occasion. When the
Prince holds a durbar or leaves the Viceroy will
not be present.

ADDRESSING the jury in a recent murder trial
at home, Mr. Justice Channell referring to the
finger-print system of identification, said that
where the prints were taken for the purpose of
identification of a criminal whose impressions
the police already possessed, the system seemed
to be "extremely reliable." But it is a different
thing to apply the system to a casual mark made
by the perspiration of the thumb on an object.
You cannot expect that it will correspond
with the same degree of accuracy. It will be
blurred, and the other taken from the suspect
will be clear. Consequently, this is not so
satisfactory as it would have been if you could
suppose the murderer had a pot of ink and
made a definite impression.

It is notified in the *Gazette* that the terms of
the proclamation made by His Excellency the
Governor on the 17th November and 26th May
last with regard to shipping coal, will not be
enforced until further orders.

CHAU CHIN, boy, at the Tung Wa Hospital,
was charged this morning with stealing a
watch, valued at \$25, the property of Leng
Chik-Fan, medical officer of the Tung Wa
Hospital, on the 10th inst. The charge was
proved and Mr. F. A. Hazeland sentenced the
boy to twelve strokes with the birch, and 48
hours' detention.

COLONEL Foss, the representative of the
London Pearl Fishery Syndicate, formed with
the object of leasing the rights of the Ceylon
Pearl Fisheries if possible, states in an inter-
view with the *Times* of Ceylon that he has
ascertained that there can only be a very small
fishery next year, after which a long series of
blank years may have to be faced. The recent
successful fishery is such a one as has not
occurred for two hundred years and may never
occur again.

M. POKOTILOFF, the new Russian Minister to
China, according to the Northern Chinese news-
papers, has arrived at Peking and was received
in special audience by their Majesties in the
Chingting Throne-hall on the 19th ultimo,
when the Russian Minister presented his cre-
dentials. It is also reported that gifts amount-
ing to the total value of nearly 1,250,000
were made to a number of influential officials
belonging to the Court and Metropolitan Ad-
ministrations.

OTTO Gutze, and Mill Volter of S.M.S. *Tsingtao*,
were charged before Mr. F. A. Hazeland this
morning with stealing a cushion and a tin of
tobacco valued in all at \$120, the property of
a woman living at Ship Street. The men said
they only took the things "for a lark," and to
annoy the woman, but intended to return the
things later on. His Worship said they had no
right to do these things to annoy anybody, but
as they were leaving the Colony to-day they
would be discharged with a caution.

R. E. ING L, gunner's mate, U.S.S. *Rainbow*,
E. Harms, seaman, U.S.S. *Rainbow*, and J.
Craddock, seaman, U.S.S. *Callao*, were charged
before Mr. G. O. Orme with (1) assaulting
Albino Freitas, of the Portuguese cruiser
Adamastor, (2) behaving in a riotous and dis-
orderly manner in Queen's Road Central, and
(3) assaulting Indian Police Constables 536 and
572 in the execution of their duty. The charges
were proved and the first and second defendants
were fined \$10 each and the third \$5.

THE great "calling" question at Simla is still
to the fore. It is stated that the "anti-boxer"
movement has proved a marked success. It is
the revolt of the busy men who find that call-
ing in its modern shape of depositing cards in
boxes is a too severe tax upon their time, and
that it is an amenity which really serves no
good purpose. As nearly a hundred ladies
have agreed to receive cards by post from those
who have called upon them in any previous
year, the general feeling is obviously in favour
of the new departure.

ON Saturday afternoon a little Chinese lad
jumped off a tram-car while the latter was going
full speed. He was toppled over like a nine-
pin, sustaining a fractured skull, and was re-
moved to the Government Civil Hospital for
treatment. An exactly similar accident occurred
yesterday afternoon, between the Central
market and Hing Lok Street, the foolish fellow
in this case being an old man, over 60 years of
age. He also sustained several injuries and
was picked up unconscious and removed to the
Government Civil Hospital.

THE annual report of the Merchant Service
Guild is full of interesting matter well worthy
of being studied by all interested in sailors and
ships. Under the head of "Inquiries in India"
the report says that Magistrates, who preside at
these judicial functions, seem to endeavour to
over-ride the opinion of the nautical assessors,
and to this fact at least one suspension can be
ascribed. It is unfortunate that in many cases
nautical members of Courts do not stand by
their convictions, but allow themselves to defer
to the legal but non-technical minds of those
who usually preside.

MR. HUGO V. PEDERSEN, the distinguished
Danish artist, has just left Colombo, after com-
pleting there, in miniature the picture of the
Delhi durbar, and he will start on the enlarged
painting—which is to measure 19 feet by 17
feet—as soon as possible after reaching Copen-
hagen. Some idea of the labour entailed may
be understood when it is said that the picture
includes hundreds of figures, distinct and clear
portraits. The miniature picture is said to be
a beautiful piece of painting. The picture is
painted from "Loge G" where the first row
was reserved for the Burmese representatives,
who are clearly to be seen in the foreground of
the picture. Everyone of the Indian princes
and chiefs is easily recognizable.

THE great increase in the flour business of the
Pacific Coast to the Orient may be nicely
gauged by the contemplation of the figures for
the year ending June 30, 1901, the exports of the
United States to the Orient were \$97,795 bar-
rels, valued at \$2,481,166; and of the year to
December 31, 1904, 2,533,385 barrels, valued
at \$9,585,597. This business was with the
Chinese Empire, British East Indies, Hong-
kong, Japan, Oceania and other Asia and the
Philippines. If the United States can get the
wheat, and some think this will be, there will
be a still greater comparative growth of flour
business. Manchuria is a "long way" from
Japan, and Hongkong is not very much further
from San Francisco and Seattle than some of
the Chinese wheatfields.

SHANGHAI'S ELECTRIC PLANT.

THE PROPOSED TRAMWAY SYSTEM.

A very large and influential meeting of rate-
payers, including many ladies, was held on the
6th inst. in the Town Hall, Shanghai. Mr.
Justice de Saumarez was unanimously voted
to the chair. After the chairman had read the
resolution convening the meeting, Mr. Mor-
gan Phillips addressing those present said
that he had the honour to propose the following
motion, viz. that the Municipal Council be
allowed to dispose of the plant and fittings
of the Electric Light Installation in
Shanghai. Last year the ratepayers objected
to municipal trading in the electrical
effects. There was an increase of 71% of con-
sumers and 57% of candle power which was a
marked increase in progress. But the question
was what had brought about this increased
progress, considering the competition, the
quality of the fittings supplied and other things
which had to pass the test of the Engineer? If
the meeting passed his resolution they would
be rid of something that subjected them to
unfounded abuse. If the Council could
dispose of these works they would get rid of a
white elephant.

Mr. Lemke seconded.

Mr. F. Anderson, after a lengthy address
moved as an amendment:

That this meeting confirms Resolution IX,
passed at the Annual General Meeting on the
13th March 1904, and authorises the Council,
to continue its negotiations for the establish-
ment of a system of electric tramways at the
earliest possible date.

The amendment was put to the meeting and
carried with an overwhelming majority.

THE NEW DISEASE.

The reports of an epidemic of "cerebrospinal
meningitis" in America have duly appeared in
the press of Great Britain. A case was re-
ported as having occurred in Great Britain. It is
eminently desirable that the public mind
should be assured regarding the ailment in
question hence a few remarks on the disease
may be regarded as appropriate at the present
 juncture.

"Meningitis" is a term applied to inflamma-
tion of the membranes, in which the brain
is enclosed. These membranes extend to in-
vest the spinal cord itself, this last being the
continuation of the brain as the main line of
the nervous system throughout the body. The
word "cerebrum" is used to indicate the brain
at large, and the term "cerebro-spinal," there-
fore, indicates the brain and cord collectively.

The meningitis of which I write, declares
Dr. Andrew Wilson in the *Daily Mail*, affects
both brain and cord and constitutes in con-
sequence a special disorder. Meningitis itself
is often met with in the medical practice arising
from causes traceable in the body and at large.
Thus tuberculosis may give rise to this disease
as also may other conditions represented by
abscess or injury, but the disease which is
attracting attention to-day is a different matter
from cases of brain inflammation arising inde-
pendently, so to speak, and accounted for by
some state or other of the individual body.
Here we meet an epidemic affection one which
spreads and affects a number of individuals.
In this sense the ailment becomes of great
importance and ranks with those troubles which
like typhoid fever or small-pox demand the
attention of the public health authorities.

A certain amount of evidence is already at
hand, which may prove useful in the search
after causation. It appears, first of all, that
barracks, workhouses, and other public institu-
tions are especially liable to attack. Over-
crowding has been credited with being a
favouring circumstance. If this be so, then
cerebro-spinal meningitis (of the epidemic
type) shows a distinct likeness to typhus fever
itself. Dirt and other insanitary conditions
may operate here as they do in so many other
cases of epidemic ailments.

Food has been also suspected as being the
medium of the conveyance of the disease.

England and Scotland have always remained
relatively free from attack while as has been
remarked America and the Continent have
suffered largely. These are curious facts which
may well claim the attention of investi-
gators. With regard to treatment medical
science appears to be in a state of hesitancy in
so far as any specific cure is concerned. Phy-
sicians to-day puncture the spinal column and
draw on the natural fluid contained in its outer
parts by way of relieving pressure. The punc-
ture is made in the lower part of the spine;
otherwise the administration of opium is the
sheet anchor of treatment. Whether the
disease is infectious or not remains an unde-
cided question.

THE Institute of Experimental Medicine in
Russia is tackling plague and cholera in a very
determined manner, says an exchange. Thirty
young men and women, who attended the
plague and cholera courses at the Institute, and
who are experienced in laboratory work, have
been infected with plague and cholera virus,
and isolated in Fort Alexander I, which is on
an island near Kronstadt, where they will ex-
periment on themselves with Dr. Versin's serum
for the treatment of plague, and Dr. Haffkine's
vaccine for the treatment of cholera. When
the time comes thirty other young men and
women will take their places. These are heroic
measures, and however badly Russians may
show up in the war, they cannot be accused of
lacking in the noblest species of courage—the
sacrifice of one's life for the public good without
hope or desire for reward. The cholera and
plague courses at the Institute are attended by
many physicians and medical students, and
doctors from the districts are sent to these
lectures in order that on returning they may
impart their knowledge to other local doctors,
so that an effective campaign can be carried on
against cholera in the spring in those districts
in which it is expected that it will rage.

FROM THE "SULLY."

Mr. C. W. Jack, of Messrs. E. C. Wilks and
Company, who has been standing by, and
supervising the operations for the salvage of
the stranded French cruiser *Sully*, returned to
the Colony this morning. He had little to report
beyond what has already been recorded by us in
these columns, except that for some time past,
a heavy swell has prevailed, rising anywhere from
three to ten feet, rendering, for the time being,
all salvage operations entirely out of the ques-
tion, and thus things remain *in statu quo*. Mr.
E. C. Wilks the head of the firm is now on the
spot, watching for a favourable opportunity to
review operations, and Mr. Jack, it is under-
stood, will also soon return to his post.

PIRACY IN THE NEW
TERRITORY.

The police are now on the track of a pirate
band, who, on Thursday last, raided the village
of Tai O, and after terrorising the inhabitants
made off with loot to the value of some \$300.
Some of the villagers, who recognized a few of
the marauding men, said they were not "land
sharks," but junk pirates, who appeared periodi-
cally in the villages of the New Territory, and
after raiding one or two would disappear tempo-
rarily, only to re-appear when most unex-
pected, or when the villagers were believed to
be in possession of the proceeds of the raids of
their crops, when the band would reap a
harvest. Unfortunately the villagers did not
always report these raids, whether from fear
or for other reasons, and thus the pirates
have lately become more daring, and carry on
their depredations in the broad light of day,
the villagers only mentioning the fact of pre-
vious raids when the police are investigating one
that has been reported to them. As these pirates
are all heavily armed, and are quite of the
"cut-throat" class, the simple villagers are
naturally frightened into maintaining silence,
until the pirates have had time to get clear
away with their booty, and then, considering
that it is too late to make a report, no report is
made, and the pirates thus find no hue and
cry raised, and no pursuit instituted become
more daring, until at last, as in the case at Tai
O, the villagers are goaded, by desperation,
into making a report, and thus give the police
a chance to get after the marauders. In this
case it is hoped that the pirate band will soon
be laid by the heels.

THE CHINESE EXCLUSION ACT.

SHANGHAI GUILDS INTERVIEW THE U. S.
MINISTER.

The committee of representative merchants
and bankers selected at the meeting of the
Shanghai Guilds to lay the case of Chinese
business men before Mr. Jas. W. Davidson,
Acting Consul General for America, regarding
the question of exclusion from the United
States, called at the American Consulate Gen-
eral on Sunday, says the *Shanghai Times* of
the 23rd inst. Hon. W. W. Rockhill, Minister
to China, was present at the interview.—Mr.
Tseng, President of the Fokien Guild, stated
the case of the merchants, pointing out the
obvious injustice of the exclusion of all Chinese
from America. Mr. Rockhill replied that as
yet no exclusion treaty has been decided upon
and will not be until Congress meets in
December next. Meantime the treaty signed in
1894 remains in force. He also stated that
there appeared to be a misunderstanding of
America's attitude in the matter. It was not
the intention of the American Government to
sanction a treaty that would be the means of
estranging the two countries. America rather
was determined upon a better understanding
with China for the mutual benefit of both
countries. Continuing, Mr. Rockhill informed
the committee that in the past there has been
considerable friction between the Immigration
Officials and the Consular staff on the question
of passports, which has naturally caused
apprehension in the native mind. This matter
has now been satisfactorily adjusted, and at
the present time Chinese students, mer-
chants, and officials may enter the United
States providing they secure the necessary
passports.—Mr. Tseng, replying for the com-
mittee, thanked Mr. Rockhill for his informa-
tion. He said this interview would surely
result in a better understanding of America's
attitude.

SHIPPING AND MAILS.

MAILS DUE.

American (*Coptic*) 13th inst.
French (*Oceanic*) 13th inst.
Canadian (*Empire of India*) 13th inst.
English (*Simla*) 13th inst.
Indian (*Arratoon Aghar*) 16th inst.
German (*Prinz Waldemar*) 19th inst.
Canadian (*Tartar*) 20th inst.
Indian (*Sulstang*) 20th inst.
German (*Sachsen*) 21st inst.

The O. & O. S. S. Co.'s s.s. *Coptic*, left
Mahaia this morning, and may be expected
here to-morrow, at noon.

The C. F. R. Co.'s s.s. *Empire of India*,
left Shanghai on 11th inst., at 1 a.m., and may
be expected here to-morrow at 11 a.m.

The Apsar Co.'s s.s. *Arratoon Aghar*, from
Calcutta left Singapore for this port on 13th
inst. afternoon, and may be expected here on
16th inst.

The P. & O. S. N. Co.'s s.s. *Simla*, left
Singapore for this port on 10th inst., at 5 p.m.,
with the outward English Mails, and is due
here on 15th inst., at 4 p.m.

The Imperial German Mail s.s. *Sachsen*,
carrying the German Mail, with dates from
Berlin of the 23rd ult., left Colombo on 20th
inst., at 11 a.m., and may be expected here on 21st
inst.

TELEGRAMS.

(Reuter's.)

The Prospects of Peace.

LONDON, 9th June.

The Tsar has informed the American Minister of his willingness to consider peace.

LONDON, 10th June.

It now transpires that President Roosevelt on the 6th August last sent the Japanese and Russian Governments a communication saying that he felt the time had come, when in the interests of all humanity, he must endeavour to see if it were not possible to bring to an end the terrible and lamentable conflict; the United States were interested in both Japan and Russia by ties of friendship and goodwill, and he felt that the progress of the world was set back by a war between two great nations. He therefore urged the two Governments, not only for their own sakes, but in the interest of the whole of the civilised world, to open direct negotiations for peace.

Later.

The Morocco Question.

The French newspapers intimate that as a part of the new policy a new Ambassador will go to Berlin and a new Envoy to Morocco.

As evidence of the acuteness of the situation which the resignation of M. Delcassé has modified, the French Minister for War conferred on Wednesday with the commanders of the Army corps on the frontier and ordered them to bring up their forces to full strength.

FATAL COLLISION.

IN THE HARBOUR.

At half past three o'clock yesterday afternoon, the Hongkong and Whampoa Dock Company's launch No. 5, and the Chinese-owned launch *Kam Sang* collided off Douglas's Pier with fatal results. It appears that No. 5 was leaving the pier to go to a German vessel in the harbour, when the *Kam Sang* came up, collided with her, striking her on the port bow and badly damaging her. In the impact an old woman on the No. 5, either fell or was knocked overboard, being rescued by some of the men on the launch who hauled her on board. She was very exhausted, but appeared to be recovering, though later she succumbed to the shock to her system. The body was removed to the mortuary.

DOLPHIN AS PILOT.

"Pelorus Jack" is the name of an old dolphin which is protected by a special Act of the New Zealand Legislature. According to an Australian colonist, Mr. George Hayes, the official proclamation of the Government prohibits any interference with Pelorus Jack under a penalty of £100. Some years ago when Mr. Hayes first emigrated to Australia, he heard an old sailor's tale according to which a school of dolphins grounded on the shores of Cook Strait, and one of them escaped into the sea. That one, which is now acknowledged to be Pelorus Jack, never left the locality where he lost his companions, and as Mr. Hayes says "he is now protected by law as he has always been by sentiment." The most remarkable fact of the law, which is that Pelorus Jack acts as a most effective pilot escorting all kinds of vessels in and out of the French Pass, Cook Strait, always keeping to deep water. For years he was believed to be a beluga, or white whale, but recent scientific investigation has shown that he is really a dolphin. As he is never absent from his duties the proclamation has been received with keen satisfaction throughout Australia by sailors who have to use the French Pass.

THE DALAI LAMA.

RELUCTANT TO RETURN HOME.

After lingering the better part of seven months in Urga, Mongolia, most reluctant to return to Lhasa, from which place it will be remembered he fled in August of last year upon the approach there of the British Expedition, the Dalai Lama has been compelled to leave Urga on his journey home. On the 17th ultimo, an Imperial decree arrived at Urga sharply reprimanding the Dalai Lama for his malingering, so to speak, and he was made to understand that if he did not immediately cease his intrigues with the Russians and start instantly for Tibet he would be cashiered for good, sent back under arrest, and left to the tender mercies of his many rivals and enemies in Lhasa. This is reported to have had the desired effect; the Dalai Lama left Urga the very next day and the Imperial Resident in that city must have been exceedingly glad to have got rid of his unwelcome guest, whose continued presence in Urga and the incessant efforts of the Russians to get him to throw himself upon their protection would be the cause of grave dissensions between China and Russia, whilst if the Dalai Lama had actually gone over to the Russians it would also cause trouble in the future between the British Government and the Russian, since the latter, after the restoration of peace, would doubtless use the Dalai Lama's presence with them as a pretext to interfere with Tibetan politics.

The musical entertainment which followed a dinner at the Savage Club the other day, was turned into gloom and sadness by the sudden death of Mr. Charles Arnold, the well-known actor and vocalist, who expired while responding to an encore.

GUBERNATORIAL AMKINITIES.

SIR MATTHEW NATHAN'S VISIT TO MACAO.

[From Our Own Correspondent.]

Macao, 11th June, 1905.

His Excellency Sir Matthew Nathan, K.C.M.G., accompanied by his Colonial Secretary, the Hon. Mr. F. H. May, C.M.G., and suite, arrived here on an official visit to His Excellency the Governor of Macao on Saturday afternoon by the steam tender *Stanley*. Sir Matthew and party took up their quarters at the Boa Vista Hotel where a suite of rooms was specially reserved for the Hongkong gubernatorial party. At eleven o'clock in the forenoon to-day Sir Matthew Nathan paid his first official visit to the Governor of Macao. His Excellency was received with all the courtesies due to his high office. Two companies of the local garrison—one from the European and the other from the Indian section—were drawn up on the Praia Grande in front of Government House as a special guard of honour, the Military Band being also present to do honour to the Governor of Hongkong.

In the afternoon Sir Matthew paid a visit to the ancient Lighthouse in the historical Guin Fort, being conveyed in a chair carried by coolies uniformed in the familiar scarlet coat and the British crown on the arm. The day being fine and bright His Excellency must have had an exceptional opportunity of viewing the entire Portuguese settlement and environment from the commanding height of Guin.

In the evening the British visitors were the guests of Governor and Mrs. Montenegro to dinner at Government House.

This interchange of courtesies between the heads of the executive of two neighbouring colonies, belonging to allied nations, whose bond of ancient friendship was but recently strengthened by the meeting of the two sovereigns in their home countries, cannot but tend to cement the international and social relations that are sure to redound to the mutual benefit of both.

SHIPPING JETSAM.

It has been decided, in view of the arrangements entered into with the Admiralty, to abolish the appointment of Inspector of Submarine Mining at the War Office, and a new one has been substituted—that of Inspector of Electric Lights and Submarine Mines.

The tugboat *Robert K.* arrived at Shanghai on the 4th inst., having towed the *Reina Christina* from Hongkong. During the trip up the Yangtze, the tow got ashore near Kintoon small beacon but was got off without any assistance and towed to Woosung where she now lies at anchor.

The *Wai-wu-pu* is said to have ordered the *Tao-ti* to determine the status of the Russian ships in Shanghai. Evidence must be obtained that they are transients before they can be paroled, so as to avoid complications with Russia. Admiral Yen and the *Tao-ti* are to ascertain the facts before taking any decisive movement in the direction of disarming them.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MOONLIGHT MUSIC.

[To the Editor of the "Hongkong Telegraph."]

Sir,—While listening to the band of the West-End which was playing at the Hongkong Hotel on Saturday evening it occurred to me, as I doubt it has frequently occurred to your readers, that those who have the government of Hongkong in their hands might see the expediency of subsidising one or other of the military bands in the city in view of the concerts for the benefit of the general public. There is not a city of any size in the East which has not its public band. Colombo, Singapore, Saigon, Shanghai all have their municipal bands which give moonlight concerts in the open-air, and it is the delight of the residents of these places to stroll as far as the gardens and hear the music. But Hongkong has none of these pleasures. It is true that occasionally in the afternoon a military band plays on the parade ground, but that is nothing compared to moonlight music. Why not have the band play on Blake Pier, for instance, once a week. In the cool of the evening after the day's work and when dinner is just over it would be delightful to stroll along the water front—with your "best girl" if possible—and listen to the strains of the band. An enterprising manufacturer of cool refreshments would make a small fortune by catering to the wants of the crowd and the rent charged for erecting a kiosk and having the monopoly of the trade would go along way towards meeting the cost of paying for the music. Seats might be provided and a moderate charge made for them, all of which would go to swell the amount received towards the payment of the band. But even if no charge were made for these accessories, Hongkong is rich enough to defray the cost of an innocent entertainment of this character. As it is at present, every evening is like another. Unless there is some performance going on at the City Hall, the average man, who has been accustomed to a faster life than that found in Hongkong, is obliged to resort to the billiard room and the bar, with no good result. I think that the authorities might well do something in the direction I have indicated for those who do not live up the mountain or are not immersed in business calculations even after the day is ended. I am, yours etc.

Hongkong, 11th June, 1905.

THE BAD HANDWRITING OF CELEBRITIES.

SOME AMUSING TALES.

"A man who cannot write plainly is a fool," was Lord Palmerston's dictum, and on the margin of a Foreign Office memorandum he commented indignantly, "Reading Mr. R.'s handwriting is like running open knives into one's eyes." He himself, remarks a writer in the *Globe*, wrote a beautiful hand, far removed from such hieroglyphics as those of Archbishop Cox, whose writing was described as being neither a hand nor a fist, but a foot, and a club one at that. This happy designation, which applies to much script of the present day, dates from more than a century ago, and disposes of the idea that bad writing is the essential modern failing which it is generally and has just recently been represented to be. It is true that the Lord Chief Justice, in delivering judgment a couple of years ago in the case arising out of the confirmation of Dr. Gore as Bishop of Worcester, found great difficulty in reading his manuscript, and apologised for his hesitancy because "My writing is very bad." At least Lord Alverstone succeeded in deciphering his notes, but it is recorded of John Bell, the greatest lawyer of the reign of George IV., that he wrote three hands; one which no one but himself could read; a second which his clerk could read and he could not; and a third which nobody could read.

Sir Henry Irving's script has been vividly defined as a cross between Egyptian hieroglyphics and modern shorthand, but the story that is told of one of his "orders" for the Lyceum being rejected at the box-office, and afterwards being made up by a chemist, who mistook it for a medical prescription, originated about Macready, and has been transferred to his modern successor in the well-known way that old stories have of cropping up again. It is reminiscent, too, of the fact that Napoleon's love-letters to Josephine were at first mistaken for rough maps of his campaign. His handwriting, indeed, was execrable, a derangement of such weird symbols that as often as not he could not read it himself. He might have said, with Sydney Smith, "I decline to be responsible for what I have written after an interval of twenty-four hours." At the same time Napoleon gave what is still the best defence for the bad writer. "His ideas," he declared, "flow faster than his hand can trace. He has only time to place his points. He must compress words into letters and phrases into words, and let the scribes make it out afterwards."

Likewise, in extenuation of the proverbially vile penmanship of authors, Robert Louis Stevenson pleaded: "You may write as beautifully as you will, you may have always something else to think of, and can not pause to notice your loops and flourishes. They are besides the mark, and the first law stationer could put you to the blush." Of that dictum there are a thousand examples, and, indeed, it was Nathaniel Hawthorne who, hovering on the brink of a literary career took comfort in the fact that the illegibility of his handwriting was very "authorlike." On the other hand, Scott, Gray, Moore, Thackeray and Dickens in the past and Mr. Rudyard Kipling and Mr. Hall Caine in the present offer manuscripts of ordered clearness and symmetry to the reader. Carlyle's writing has been well described as eccentric and spiteful little flourishes which "dart about the paper in various odd ways. Some letters slope one way and some another, some are maimed, half, and crippled, and at are blind." Balzac was even worse with "a dash of ink like a rocket breaking into a fiery ring of phrases, epithets and nouns interlarded, grossed, mixed, interlarded." The mildest of the stories told of Horace Greeley's the great American journalist, illegible hand is that a reporter dismissed for incompetence used his editor's angry and absolutely incoherent letter as a testimonial of his great abilities; only the signature could be recognised. Similarly, Lord Goschen has declared that his grand-father was obliged to commence business on his own account because no one would employ such a shocking writer as clerk.

Much use, however, renders almost any scrawl legible to the compositor, and there are many stories in the vein of that told of Bishop Forbes, who hurried into a printer's office one day with the request: "I hope your compositors will be able to make out this sermon of mine. I confess I can't, and I want to preach it on Sunday." Dean Stanley's copy presented such difficulties to the printers that they charged extra for setting it up in type. On one occasion they were obliged to return it with the request that he would re-write a passage which defied all attempts to unravel it. "If you cannot read my writing," he replied, "I am sure I cannot do so; but I think I meant to say . . . drifting into almost as dense an illegibility as before."

Little better could be said of the script of Mr. J. M. Barrie, and when forty years ago Captain Hamber was appointed editor of the *Morning Advertiser* the printer and most of the compositors were selected because of their proficiency in the translation of Hamber. Mr. W. H. Mudford, his successor as editor of the *Standard*, wrote a not less wonderful hand, his signature in particular being a masterpiece of incomprehensibility. Likewise, the handwriting of Sir Charles Dilke and Mr. La-bouchere is full of pitfalls for the unwary and inexperienced, while Mr. Balfour's does not err on the side of legibility. But Mr. Chamberlain is an excellent penman, as one would expect from his business experience. As the most perfect master of calligraphy, Fame has crowned Dr. Burton, the Roman Catholic Bishop of Clifton, than whom no one writes the English language in more beautiful and clearer characters, now that age and his many inventions have impaired Edison's script.

FASHIONABLE WEDDING.

AT MACAO.

Specially decorated in honour of the event, the pretty church of San Lourenço, at Macao, witnessed the brilliant scene of the marriage of Mr. Carlos Cabral, of the Chinese Imperial Maritime Customs service, and Miss Anita Garcia, second daughter of General and Mrs. Garcia, on Sunday at 11 a.m. The ceremony was performed by the Rev. Father Soares. The bride, who was given away by her father, wore a lovely dress of white duchess satin made with a long train and pointed bodice, a wreath of orange blossoms, and a veil of embroidered tulle, and carried a shower bouquet of bridal flowers and maiden hair fern. She was led to the altar by the veteran general, who, in the fine uniform of his high rank, with the numerous decorations conferred upon him by the Portuguese Government cut a fine figure in the brilliant gathering. Among the large number of friends and guests present, the military element was much in evidence, the uniforms of the officers giving a fine setting to the scene. H. E. Senhor and Mrs. Montenegro, and the Governor's suite were unavoidably absent, as H. E. Sir Matthew Nathan and party, who were on a visit to Macao that day, had arranged to call on the Portuguese Governor at the time of the wedding. For the same reason the town band who would have played during the marriage ceremony could not be present. They were however, ably substituted by the Band of the Seminary who, under Father Jacob Lnu, a Chinese missionary, and an accomplished musician, efficiently conducted the service with full orchestra. The bride was attended by her sister, Mrs. H. de Figueiredo, of Shanghai, and Miss Alvares, four pretty little girls being bridesmaids. They all wore white costumes and carried bouquets of pretty flowers. The best man was an uncle of the bride's, Mr. Luiz M. Alvares, and Mr. Matheus A. Lima acted as groom's man.

After the marriage ceremony a nuptial mass was celebrated, at the conclusion of which the happy couple were the recipients of congratulations from a large number of friends, both the bride and bridegroom being extremely popular with the Portuguese and foreign community of Macao. Among the guests were noticed several Chinese gentlemen, who wore on their breasts the insignia of some Portuguese Order.

A reception was then held at the residence of Mrs. Alvares. Mr. Matheus de Lima in a short and felicitous speech proposed the toast of the newly-married couple which was heartily responded to by the guests present. The happy pair proceeded to Hongkong the same evening by the *s.s. Honam*.

WORKING CONDITIONS IN THE STRAITS.

BY ONE WHO HAS BEEN THERE.

"Comparisons are odious," so said somebody. Who he was we don't know. However, whoever he was, he might have added that they are necessary, and never more so than when a "boom" of any sort is on the *tapis*. It is for the purpose of making comparisons that I am now wading down this column of newspaper. The comparison that I want to make is the comparison of that much-vexed article, rubber. Everyone who follows the times will, doubtless, have been interested in the various letters that have lately appeared in the papers of this Colony and many others. The question that a great many are asking is: "Where shall I plant my rubber?" Perhaps, the small capitalist (and their name is legion) is asking himself seriously: "Shall I emigrate to that seeming Eldorado, the Federated Malay States?—that picturesque peninsula, which is praised by some, and damned by others?" I take it that in life the first consideration of every sane individual is the value of his health. Will he accept ill health and, perhaps, become a wreck for the sake of what?—an ideal rubber soil. The intending settler in such an unhealthy climate as the Straits Settlements must first ask himself this question: "Am I fever-proof? am I capable of standing life in such a fever-ridden country; and if I get this malaria thoroughly into my system, shall I ever get it out again?" You say: "I shall have to live in the midst of a steamy forest. I shall have to be standing over men who are continually turning over this soil," and it is a well-known fact that the soil of the Straits Settlements is a fever-trap, only equalled in its deadliness by the Gold Coast and German East Africa. I don't refer to those estates that have been long opened and cultivated for years. The sun and light have been let into the soil, and this malarial nuisance has in these cases been greatly mitigated. No one, I fancy, will deny that the Native States is an ideal soil for rubber. It is the alluvial flat along the coast on either side of the Peninsula that is being exploited in many prodigal, more especially than others in the almighty rubber. It is said that drowning men will catch at a straw. I have no doubt they will. I have never seen them.

To make another comparison, some seven or eight years ago coffee was the cry in the Malay Peninsula. The disastrous fall in prices killed this boom and ruined many. The planters who elected to remain caught at their straw. Needless to say their straw was rubber. Their straw gradually changed to a substantial raft, and if on this they should fling home to prosperity, they will have the goodwill of all who knew what that struggle must have been. And one hears that they have not been slow to take advantage of their good fortune. By every means they'll advertise, by every means will the Government encourage settlers; and quite right, too, they have their axe to grind.

Now, just a word as to the formation of this country, which accounts largely, no doubt, for the fertility and richness of the soil. The flat along the sea has been fed for centuries from the range of mountainous land which forms the long backbone of this Peninsula. Year after year, in past ages, the soil has collected and deepened. Great

virgin forests extend (or used to extend) from the highest mountain ranges to the sea on either hand. Little could have been done to cultivate the land in past ages as it is well known that the Malay has always been a warlike person, caring little for agriculture, and one of those contented persons who is happy with a little. Now, of course, all this is changed. The railways, the splendid Government roads, the small and numerous towns, the great influx of the industrious Chinamen, and the influence of tin and rubber are evidences that this country is being pushed industriously as a place for settlers and emigrants. There is no doubt that if only the climate was more suitable to Europeans and others, the place by this time would have made double the progress. But that is harping back to the old question: Is the climate good enough? And if you, the small capitalist, would like this question answered by one who has been there and tried it—here it is:—

If you are a cast-iron man, if you are fever-proof, if you love hot places, and if you are utterly careless as to your health and happiness, then, my friend, the Straits is the place for you, without a doubt. But if, on the other hand, you are an ordinary mortal with a dread of fever, with a hatred for intense heat and an unwholesome life, with a capability of working and a disposition to be content where you are (i.e. in a healthy place), then don't be above taking a tip from one who has worried through it, and give the Straits the go-by. Believe me when I say the world is a big place. There is room for men in Canada, and that is generally acknowledged, to be one of the healthiest places in the world. In Canada you'll have to work—manual labour, perhaps, and a good deal of it—but remember it is a place where you can settle. There will be no necessity for you to keep running off on a trip to benefit your health. People, I have heard, do not die young in Canada. That, however, is beside the question. We are now upon the question of the comparison of Ceylon and the Straits Settlements. Ceylon is a well-developed, prosperous little colony, and, in spite of the grumblers who cavil at the roads, the railways, and other things, Ceylon, for its size, will take a deal of beating. Why rush off to plant rubber in the Straits, when you have sufficiently good soil at hand in the low-country of Ceylon? Taken all round, the low-country of Ceylon is infinitely healthier than the Straits Settlements. In the low-country here you will never hear of scores of villages wiped out by fever, or of land that has to be abandoned because even the very Tamils die upon it. The land, you say, is more expensive in Ceylon and the Government less willing to encourage the intending settler. True, but yet it is better to endure the evil that you wot of than rush off to an unknown land which might be anything. Again, what of the coasts on either side of Africa—are they one whit better than Ceylon? Their soil may be a trifle richer and a trifle more fertile. And what of Brazil and all those charming fever-haunted jungles of South America? To my mind a land in which you cannot live to draw your salary and enjoy it is a poor sort of country in which to cast your lot. If, of course, you are a moderately rich man, and can find the fool to go and open up these unwholesome places for you, by all means do so! And in after-years you can pat yourself upon the back for your smartness in drawing most of the profits without having to endure the poisonous climate. And if, of course, the pioneer should be buried in the meantime, that's nothing to anybody; it's merely the way of the world. It is well known that in these deadly climes the pioneer seldom enjoys the prosperity that he has created. But still the extraordinary grit that has made the Straits Settlements what it is applies equally to Ceylon. They've both had their hard struggle with misfortune, and they've both come through it; and that rubber will continue to flourish as a paying cultivation for many years there can be little doubt. Upon the question of local soils, seeds, and questions closely connected with the actual cultivation of rubber, there will doubtless soon be many experts. But enough of comparisons. As in everything with regard to agriculture, your steps must be wary, and before you buy a block of land keep in mind that old adage, "Look before you leap," and let your look be a good long look, or you may regret your haste. Hoping that I have done something to prove to you that the little island of Ceylon is not the worst of places, I will finish by a last comparison and compare myself to one of the many who would like to grind their axe, but have not the wherewithal to grind it—*Agricola, in Times of Ceylon*.

COMMERCIAL.

OPIUM QUOTATIONS.

To-day's quotations are as follow:—	
Per picul	
Malwa New	£ 1,140
Old	£ 1,180
Older	£ 1,230/1,260
Oldest	£ 1,340
Per chest	
Malwa New	£ 1,112/1
Senares New	£ 1,080
Penian (Paper)	£ 780/800

To-day's Advertisement.

SANITARY BOARD. NOTICE.

IN view of the intimate relationship which exists between HUMAN PLAGUE and RAT PLAGUE, HOUSEHOLDERS are invited to Report at once to the MEDICAL OFFICER or HEALTH should they find their Premises to be infested with Rats.

By Order of the Board,
W. BOWEN ROWLANDS,
Assistant Secretary.
Hongkong, 12th June, 1905.

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY
IMPLICITLY ON GETTING
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HIGHEST CLASS

EMBODYING THE VERY BEST
MUSICAL AND WEARING
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WE ARE BY FAR THE
LARGEST IMPORTERS

AND
MANUFACTURERS
IN CHINA, AND STOCK THE
GREATEST VARIETY
OF MAKES.

Hongkong, 8th June, 1905.

CAFE WEISMANN.

THE Public are invited to pay a visit to
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Tiffin Rooms.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON
DRAUGHT.

Entrance—
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Hongkong, 22nd April, 1905.



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EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"FOXTON HALL"	15th June.
GLASGOW and LIVERPOOL	"AJAX"	23rd June.
GLASGOW and LIVERPOOL	"ID MENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	15th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

HOMeward.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & LPOOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
*GENOA, MARSEILLES & LPOOL	"TELEMACHUS"	1st August.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	15th August.
LONDON, AMSTERDAM & ANTWERP	"ID MENEUS"	15th August.
*GENOA, MARSEILLES & LPOOL	"STENTOR"	20th August.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"YANGTZE"	14th June.
PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th July.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"OANFA"	20th June.
PACIFIC COAST	"TELEMACHUS"	18th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th June, 1905.

CHINA NAVIGATION CO. LIMITED.

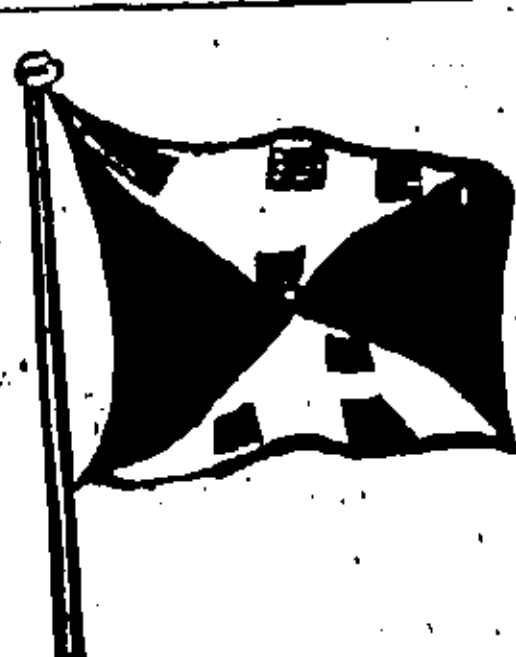
FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THURSDAY	"TEAN"	13th June.
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE, SYDNEY	"CHANGSHA"	13th " p.m.
and MELBOURNE		
SHANGHAI, WEI-HAI-WEI, CHEFOO	"YOOHONG"	14th "
and TIENTSIN	"CHIHLEI"	20th "
CEBU and ILOILO	"KAIYONG"	22nd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty
qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th June, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates
RUBI	2540	A. H. Nutley	MANILA	SAURDAY, 17th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SAURDAY, 24th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th June, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship.	About
"NORDPOL"	THURSDAY, 22nd June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th June, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 22, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclopedia
and Ellipse Duplicator
Hongkong, 13rd February, 1905

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
46, DES VOUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 579.
Hongkong, 1st October, 1904

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMSHIP COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,365 tons.

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao

about Noon.

From Macao from 4 P.M. to 7 P.M. to suit tide,

arriving at Hongkong about 5 hours after

departure.

FARES:

First Class, Single \$2. Return \$4.

Second Class, Single \$1. Return \$2.

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"MONTROSE" 27th June, 1905.

"ST. HUGO" 15th July, "

"SHIMOSA" to follow.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 8th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On

SOURABAYA and SAMARANG.....CHUNSANG TUESDAY, 13th June, 3 P.M.

S'GAPORE, PENANG & CALCUTTA.....NAMSANG WEDNESDAY, 14th June, Noon.

TIENTSIN.....WOSANG WEDNESDAY, 14th June, 3 P.M.

SHANGHAI.....KWONGSANG THURSDAY, 15th June, 3 P.M.

MANILA.....LOONGSANG FRIDAY, 16th June, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted

throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 12th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NICOMEDIA" 4,370 Wagner June 26th, 1905.

"NUMANTIA" 4,370 Bremer July 16th, "

"ARABIA" 4,183 Mettenhuth August 6th, "

"ARAGONIA" 5,198 Schmidt August 26th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and

Joint States Ports. For through rates of Freight and further information, communicate

with or apply to

ALLAN CAMERON, General Agent.

GREAT NORTHERN STEAMSHIP

COMPANY.

OPERATING IN CONJUNCTION WITH

THE GREAT NORTHERN AND

NORTHERN PACIFIC RAILWAY OF

U. S. A.

FOR SEATTLE, VIA SHANGHAI, NAGA-

SAKI, KOBE AND YOKOHAMA.

(Passing through the Inland Sea of Japan).

On SUNDAYS the make an EXCURSION

TRIP TO MACAO, leaving Hongkong at

8.30 A.M., and returning from Macao about

7.30 P.M.

The "MINNESOTA" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00.

Second " " " " " 1.50

First class single journey to Macao 1.00.

Second " " " " " .50

Third " " " " " .30

Breakfast, Tiffin or Dinner \$1. each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. "Perrin."

For further information, apply to the Office of

YUK ON S. S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & CO., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

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SAVARESE'S

SANDAL

CAPSULES

THE PUBLIC are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than

TEN CENTS (10c.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

[599]

Shipping—Steamer.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,500 J. P. MARTIN.

"KWONG TUNG" 1,500 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S. S. CO., LD.,

YUEN ON S. S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 8th June, 1905. 100 lbs. per 5 Max.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" " Serjoi—Ngau Lam 20

" Sausages—Ngau Yuk Chang 20

" Rollo's Brains— " Know 10

" Tongue fresh—Ngau Li 60

" " Corned—Ham Ngau Li 60

" Head—Ngau Tau 12

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Kerk 8

" Kidneys—Ngau Yiu 18

" Tail—Ngau Mei 12

" Liver—Ngau Con 12

" Triple (undressed)—Ngau To 6

" Calves' Head and Feet—Ngau-chai-

tau-keok 80

" Mutton Chop—Yeung Pai Kwat 16

" Leg—Yeung Pei 26

" Shoulder—Yeung Shau 23

" Pig's Chindings—Chi cheong 22

" Brains—Chi Know 12

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 16

" Heart—Chi Sum 9

" Kidneys—Chi Yiu 25

" Liver—Chi Kon 25

" Pork, Chop—Chi Pai Kwat 22

" Corned—Ham Chu Yuk 22

" Leg—Chu Pei 16

" Fat or Lard—Chu Yau 16

" Sheep's Head and Feet—Yeung Tau

Keok 55

" Heart—Yeung Sum 5

" Kidneys—Yeung Yiu 5

" Liver—Yeung Con 24

" Sucking Pig, To Order—Chu Chai 16

MAILS. **MESSAGERIES MARITIMES** FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE."

Captain Broc, will be dispatched for MARSEILLES TO-MORROW, the 13th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN.....27th June,
S.S. OCEANIE.....11th July.
S.S. TOURANE.....25th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th June, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA, CANAL AND SOUTH AFRICAN PORTS.)

T H R. Steamship

"BENGAL."

Captain G. Philippa, carrying His Majesty's Mails, will be dispatched from this for BOMBAY, on SATURDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Britannia, 6,535 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Caledonia, due in London on the 30th July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 3rd June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing.

Platania 3,753 F.G. Purinton At June 30
Shamshui 3,666 E. V. Roberts " July 12
Tromont 3,666 T. W. Garlick " Aug. 8

1. Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARD.

The twin-screw s.s. Shamshui and Tromont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 23rd May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

FOR GENERAL HOUSEHOLD

REQUISITES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

For Sale. **GREEN ISLAND CEMENT COMPANY, LIMITED.** **PORTLAND CEMENT.**

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE. **INCANDESCENT GASOLINE LAMPS**

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, OHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

To Let.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—
S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905.

TO LET. **WITH IMMEDIATE POSSESSION.**

"FOREST LODGE," Caine Road.

Apply to—
H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING AT CAUSEWAY BAY, in present in occupation of the Stevia Laundry Co., Ltd.

No. 4, RIFON TERRACE.

FLATS IN MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS AND ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
PANKS.							
Hongkong & Shanghai Banking Corporation	10,000	\$175	\$125	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,495,408	{ Div. of 1/10 and bonus of 1/10 ex- change 1/11 1/16=\$1.46 for second half-year 1904 \$2 (London 3/6) for 1903	{ \$800 sellers London 2/8 \$37 buyers
National Bank of China, Limited	99,995	£7	£5	\$200,000	\$41,768		
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 \$1,130,000 \$1,130,000 }	\$150,491	\$17 for 1903	\$45 sellers
China Traders' Insurance Company, Limited	4,000	\$83.33	\$25	{ \$500,000 \$500,000 \$500,000 }	Nil.	\$44 for year ended 30.4.1904	\$64 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	Tls. 84
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,078,997	\$35 for 1903	\$65 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$48,284	\$12 and \$3 special dividend for 1903	\$160
FIRE INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$70	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$390,047	\$6 dividend & \$1 bonus for 1903	\$84
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$360,372	\$34 for 1903	\$114
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$18,000 \$85,439 }	\$8,812	\$1 for 1904	\$1 for 1904
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	Nil.	\$2 for year ended 30.6.1904	\$2 for 1904
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$100,000 \$100,000 \$100,000 }	\$24,160	\$1 for second half-year 1904	\$1 for 1904
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ \$100,000 \$100,000 \$100,000 }	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	10/- for 1903
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,763	{ Tls. 2 final making Tls. 44 for 1904 Tls. 1 final making Tls. 31 for 1904 Interim of 1/1 (Coupon No. 5) for 1904	{ Tls. 60 sales Tls. 48 buyers 25/-
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$920	{ \$1.80 for year ending 30.4.1905 \$5.00 for 1904	{ \$1.80 \$5.00
"Star" Ferry Company, Limited	5,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$21,231	\$10 for 1904	\$10 for 1904
Straits Steamship Company, Limited	30,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	Final of Tls. 14 making Tls. 34 for 1904
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 6,190	Final of \$15 making \$20 for 1904	Final of \$15 making \$20 for 1904
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$24,812	\$3 for 1897	\$3 for 1897
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 1,035	Tls. 21 for year ending 30.9.04	Tls. 21 for year ending 30.9.04
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 1,035	No. 3 of 1/6	No. 3 of 1/6
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	G. \$10	G. \$10	{ \$100,000 \$100,000 \$100,000 }	G \$67,993	50 cents making G. \$1 for 1904	50 cents making G. \$1 for 1904
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	{ \$100,000 \$100,000 \$100,000 }	£4,873	No. 12 of 1/4=48 cents	No. 12 of 1/4=48 cents
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$100,000 \$100,000 \$100,000 }	£4,873	No. 12 of 1/4=48 cents	No. 12 of 1/4=48 cents
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.							
DOCKS, WHARVES & GODOWNS.							
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$100,000 \$100,000 \$100,000 }	\$8,577	\$3.75 for 1904	\$3.75 for 1904
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	\$29,422	Final of \$24 making \$5 for 1904	Final of \$24 making \$5 for 1904
HONGKONG AND WHAMPOA DOCK COMPANY, LTD.							
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$49,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$10 div. and \$11 bonus for 1903 \$7 dividend Tls. 1 interim for 1904/5	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$10 div. and \$11 bonus for 1903 \$7 dividend Tls. 1 interim for 1904/5
New Amoy Dock Company, Limited	6,000	\$64	\$64	{ \$100,000 \$100,000 \$100,000 }	\$489	Final of Tls. 6 making Tls. 10 for 1904	Final of Tls. 6 making Tls. 10 for 1904
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$4,936	\$20 for 2nd half year making \$26 for 1904	\$20 for 2nd half year making \$26 for 1904
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ \$100,000 \$100,000 \$100,000 }	Tls. 10,711	Tls. 18 for 1904	Tls. 18 for 1904
Shanghai and Hongkong Wharf Company	37,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$206,635	\$24 for year ended 30.6.1904	\$24 for year ended 30.6.1904
Tanjong Pagar Dock Company, Limited	2,500	Tls. 100	Tls. 100	{ \$100,000 \$100,000 \$100,000 }	Tls. 2,762	Final of Tls. 5 making Tls. 9	Final of Tls. 5 making Tls. 9
Yangtze Wharf and Godown Company, Limited	30,000	\$25	\$25	{ \$100,000 \$100,000 \$100,000 }	Tls. 806	Final of 60 cents making \$1.80 for 1904	Final of 60 cents making \$1.80 for 1904
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	2,000	T. Tls. 50	T. Tls. 50	{ \$100,000 \$100,000 \$100,000 }	\$1,502	None	None
Astor House Hotel, Limited (Tientsin)	6,000	T. Tls. 50	T. Tls. 50	{ \$100,000 \$100,000 \$100,000 }	\$1,502	Final of 7 per cent for 1904	Final of 7 per cent for 1904
Central Stores, Limited	123	\$15	\$15	{ \$100,000 \$100,000 \$100,000 }	\$20,000	\$5 for second half-year making \$10 for 1904	\$5 for second half-year making \$10 for 1904
Do.	24,000	\$15	\$15	{ \$100,000 \$100,000 \$100,000 }	\$3,554	Final of \$6 making \$12 for 1904	Final of \$6 making \$12 for 1904
HONGKONG HOTEL COMPANY, LIMITED.							
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	\$37,875	Tls. 21 for the year ending 31.3.1905	Tls. 21 for the year ending 31.3.1905
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ \$100,000 \$100,000 \$100,000 }	Tls. 7,202	90 cents for 1904	90 cents for 1904
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$1,058	\$3 for 1904	\$3 for 1904
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	\$377	{ Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904	{ Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 40,66	Final of \$1.70 making \$3.20 for 1904	Final of \$1.70 making \$3.20 for 1904
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 735	Tls. 4 for year ended 31.12.1903	Tls. 4 for year ended 31.12.1903
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	{ \$100,000 \$100,000 \$100,000 }	Tls. 5,150	50 cents for the year ending 31.7.04	50 cents for the year ending 31.7.04
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ \$100,000 \$100,000 \$100,000 }	Tls. 11,655	Interim of 3% a/c 1898	Interim of 3% a/c 1898
West Point Building Company, Limited	14,500	\$50	\$50	{ \$100,000 \$100,000 \$100,000 }	\$22,862	Interim of 4% a/c 1898 on 6,000 shares	Interim of 4% a/c 1898 on 6,000 shares
COTTON MILLS.							
Pao Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$100,000 \$100,000 \$100,000 }	Tls. 13,619	\$125 for year ending 30.6.1904	\$125 for year ending 30.6.1904
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	Tls. 10,000	Final of \$1 making \$24	Final of \$1 making \$24
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$100,000 \$100,000 \$100,000 }	Tls. 22,050	\$15 for year ending 30.6.1904	\$15 for year ending 30.6.1904
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$100,000 \$100,000 \$100,000 }	Tls. 8,115	Final of Tls. 6 making Tls. 9	Final of Tls. 6 making Tls. 9
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$100,000 \$100,000 \$100,000 }	Dr. P. 2,584	Final of Tls. 6 making Tls. 9	Final of Tls. 6 making Tls. 9
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	{ \$100,000 \$100,000 \$100,000 }	Tls. 24,820	First year	First year
Phillipine Company, Limited	7,500	\$10	\$10	{ \$1			